FLYING SAUCER REVIEW

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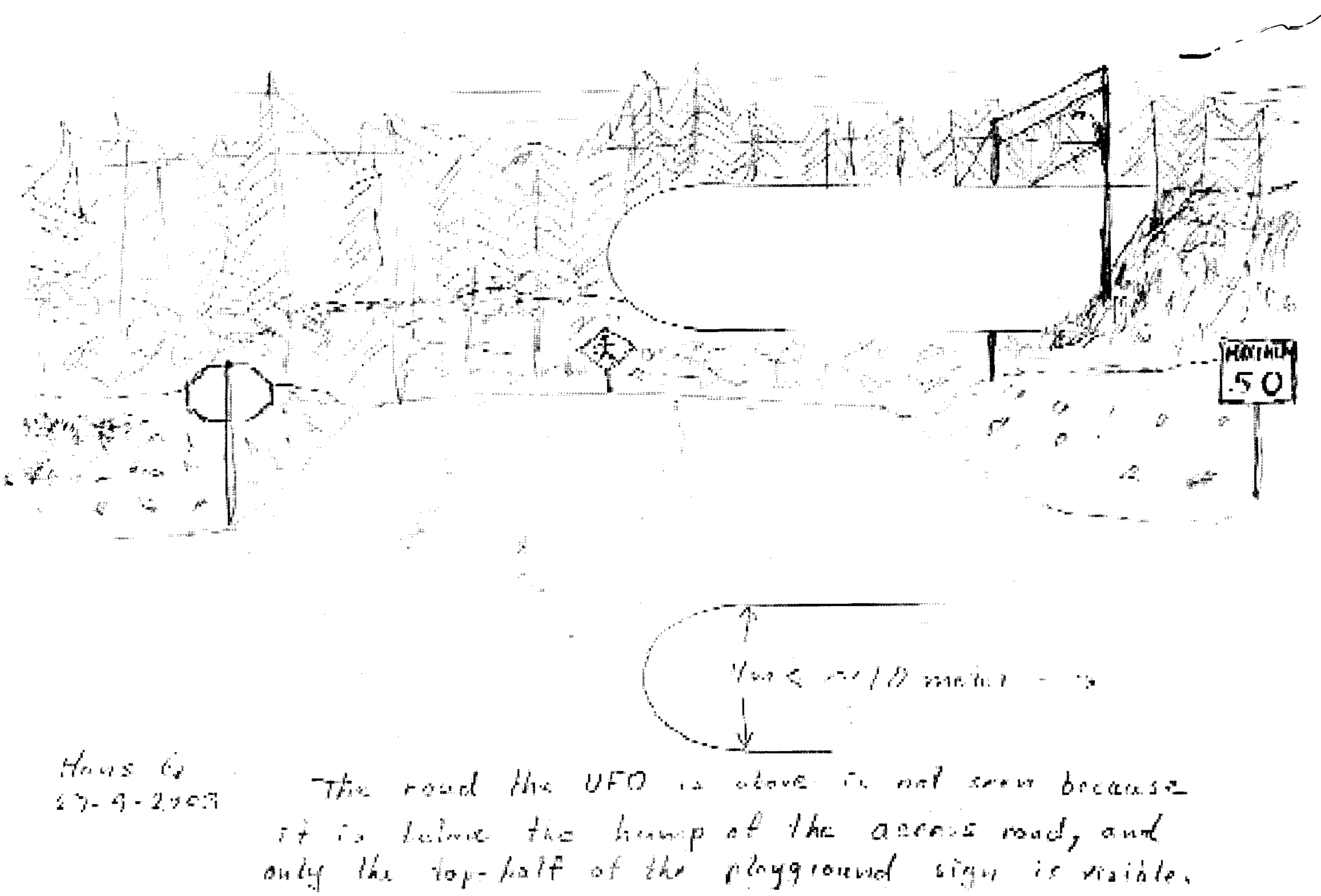

Daylight cigar sighting in Yukon. See page 1

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2003

"It Flew Under the Guy Wire"

A close daytime flying cigar sighting in the Canyon Creek Subdivision, Yukon, Canada

August 10th 2003, Whitehorse:
Investigated by Hans Grasholm

The witness was driving toward Whitehorse on the Alaska Highway just north-west of MacRae Subdivision when she spotted an object on Haeckel Hill. It was just left of the windmills and just below the top of the ridge (about 11 km distance) and moving south, down the hill toward Copper Ridge Subdivision very fast. The witness had her mother as a passenger, but she did not say anything to her about the object as she did not know what it was. Her mother did not see it. The object was cigar-shaped, no wings or markings, and looked like the body of an aluminium airplane.

The witness was wondering what that object was doing, flying low down Haeckel Hill toward the subdivision, knowing that the airport wasn't there. At the bottom of the hill it looked like the object was skimming the top of the trees but when the highway turned left, she lost sight of it behind the trees on the right. The duration of this first part of the sighting was about 20 seconds. The object had been coming toward her direction, so she kept on looking sideways as she was driving.

Almost 1 km further on was a short road (100 m) on the left side of the highway going into Canyon Creek Subdivision. As she passed the road, the UFO came from the opposite side at the end of the road, going south. She did not see the whole craft but figured that about 10 meters of the front was visible in the 1 to 2 seconds it took to drive by. It was moving fast just above the road and the trees were visible above the UFO. The surface of the UFO was like brushed aluminum, no portholes or doors were visible, and the front of the UFO was perfectly round. By the time she had passed the road, the front (nose) of the UFO was half way across the road at the other end. Being inside a vehicle herself, she doesn't know if there was any sound from the UFO.

At the time of the sighting, the witness had no unusual feelings, but said that after driving another kilometer she realized that this was a bit scary being so close to a UFO. After bringing her mother home, she went back to Canyon Creek to see how this craft could maneuver across the road. She called our UFO hotline the next morning, and we went out to Canyon Creek that afternoon to investigate the site. There was a road going parallel to the Highway, which the UFO was following. Right at the intersection where she saw the craft, there were two hydro-poles, one on each side of the road which the craft had to fly between, and there was a heavy steel guy wire about 7 meters up between the poles it had to get under. It was estimated by her description that the craft was cigar-shaped (round at the ends and in circumference) flying about 2 meters above the road surface. The body itself was about 4 meters high, which would leave about 1 meter between the top of the craft and the guy wire. Not seeing the whole craft, we don't know how long it was. From seeing the UFO on Haeckel Hill to meeting it at Canyon Creek it took about 1 minute. Assuming it was the same object, one can calculate the velocity. In one minute it traveled 10 kilometers which is about 600 km/h. http://ufos.about.com/gi/dynamic/offsite.htm?site=http%3A%2F%2Fwww.ufobc.ca

1930s

***Postscript:* 'There is more than Gold in them there Hills. A Yukon UFO sighting from the 1930s'**

Report: January 29th, 2001 By Martin Jasek

It was around 1955 and a young woman of about 13 years of age was told a story that left an impression on her that would last to this day. The Boutilier brothers (pronounced 'Bootileer' in this case) who were about 40 years of age at the time recounted a story to the young woman that occurred in their twenties. That puts the event in the 1930s! She had no doubt in her mind that the brothers were telling the truth, she knew them and their family well. Hearing their story in the 1950s instilled an interest in the UFO topic to this day. She recalled the sincerity with which they described the event. Being so long ago the details of the story are few but the description paints a very vivid picture.

The Boutilier brothers were up on the Hunker Road, a road that led to the gold claims just south of legendary Dawson City, Yukon, when they spotted a UFO. It was a "cigar shaped object skimming and following the hill line". It was matching every hill contour and flying very fast. No wings could be seen and no noise was heard. It is unfortunate that the Boutilier brothers could not be contacted for more details; they passed away about 10 years ago. It was by chance that this story came across our desk. How many more like these are lost forever?

Interestingly enough, there was a cigar shaped UFO spotted on this very same road in the summer of 1996. That case is still under investigation. http://ufos.about.com/gi/dynamic/offsite.htm?site=http%3A%2F%2Fwww.ufobc.ca ■

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EDITORIAL

...of flying cigars, saucers and triangles.

Flying cigars are sometimes been regarded as mainly a 1950s phenomenon that have had their day. But as the last issue of FSR showed – and this issue illustrates – objects that are best described as flying cigars are still in evidence in our skies, or, as a case from the Yukon shows, very close to the ground and visible to a motorist.

While there are claims that flying saucer-shaped ufos are held in secrecy in the US, no such claims have been made for cigars being held anywhere. If we cannot be sure what flying saucers are – 'nuts and bolts' craft from other worlds in our galaxy, inter-dimensional visitors from outside our spacetime, visitors from our future, energy or intellignce-based 'craft' from civilisations that are millions or billions of years ahead of us (all these theories, and more, have been postulated during the past five decades) then we must be equally uncertain as to the origin of flying cigars. We can only continue to collect and study the cases and hope that one day the answer will emerge. That they might be "motherships for flying saucers" may be true, or the answer may be more complex than that.

In this issue we also address the issue of – through a report specially written for FSR - the flying triangle (FT), which appears to be carrying out surveillance of, or randomly hovering over some UK nuclear power stations. Quite why the FTs should by accident find themselves in close proximity to specific nuclear power stations is a puzzle and must rule out the "random" theory. What are they up to? The report we publish is the first of a series that will look for answers.

We also kill off the old theory, through a re-visit of an outstanding 1952 flying saucer case, that all really difficult-to- explain ufo sightings can be attributed, in the final analysis, to advanced man-made aircraft. Those "flying saucers", as described by a pilot who was re-interviewed about the case in 2002, were definitely *not* middle 20th century aircraft. *PW, FSR*

The Flying Triangle Mystery:

Don't Think Of A Black Triangle

A special report for FSR by Tony Spurrier

Of course you are probably all aware that when asked not to think of a black cat, we all do.
The reason for this is that our minds work in pictures, and in order to 'not' think of something we must 'first' recall our mind's eye picture of it to then discard it. So if you've thought of a black triangle and a black cat, you should be with me so far.

This cognitive psychology is relevant to UFO research when reading or hearing about UFO sightings. We begin to build a scene in our minds-eye using preconceived 'pictures' of UFOs, then altering these scenes and pictures as we begin to learn more from the description of the sightings.

Over the last decade UFO researchers have been replacing their minds-eye pictures of Black Triangle UFOs with triangular shaped military aircraft. In doing so this aspect of UFO research is too readily being dismissed and not being given its fair share of ufological air-time.

Project Flying Triangle was founded during the early 90's by Omar Fowler, the late Victor Kean and the late Ron West. The purpose of this project was to extract the Flying Triangle phenomenon from the more general UFO reports, and the hub of these triangle reports were from Suffolk, Essex and Kent along the east coast. I was fortunate enough in early 1998 to be drafted into the project and carry out field research and attempt to gain first-hand experience of the phenomenon. Using the database of sightings, which contained literally thousands of times and locations, we were able to identify a number of hot-spot locations to carry out this research.

Prior to this research I had pre-conceived ideas that Flying Triangles were high flying, fast moving triangular objects and probably aircraft. However I was fully briefed by Victor about the characteristics of the Flying Triangles that had been gleaned from the reports that Project FT had received. I learned that in fact this phenomenon, being spotted nightly across the east coast, was seen at around 100 feet above ground level, hovering silently or moving very slowly.

Also, the term 'black triangle' was and is semantically incorrect. On the 28th December 1960 in Clacton, Essex, a Grey Flying Triangle was spotted harbouring three amber apex lights. This also differed from the reported three white coloured apex lights of the usually reported black triangle. Whilst sightings of the Grey FT remained rare between 1960 and 1993, in 1994 numerous reports were logged between February and July. This Grey FT remains active over the east coast, and although these reports differ in body colour the characteristics of silently hovering at low level remained consistent.

One regular contributor of the Flying Triangle reports from Essex had witnessed the phenomenon at close range and reported the object to be in the region of 35 feet across. This description remains consistent with the many Flying Triangle reports from along the east coast. It became apparent to me that firstly this was a genuinely real phenomenon, and the likelihood of this being a spy plane or stealth aircraft was practically impossible.

Now having established these facts, the emphasis was moved to finding an area which would have a high probability of witnessing the Flying Triangle. The database again became a vital tool. Victor had noted that the Flying Triangle sightings began one hour after sunset and the last sighting approximately one hour before sunrise; this became known as the 'Work Period'. At the beginning of the work period over 60% of the sightings occurred in Essex and at the end of the work period around 60% of the sightings were witnessed in Suffolk. Although the Flying Triangles were being tracked across Kent, as well as Essex and Suffolk, minimal first and last sightings during a work period were being witnessed in Kent.

Nuclear power stations

One particular aspect of the Flying Triangles work period habit was its alarmingly high number of visits to nuclear power stations along the east coast. Again, Kent had the fewest sightings but this was still averaging one visit per night or work period, Essex was averaging between one and two sightings, and Suffolk was approaching three sightings per work period. These high number of visits were well documented during the late 90's and inspired science writer David Hambling to report this in the Guardian newspaper, along with his theorised explanation for the sightings. He wrote about the Solaris, a large experimental hybrid aircraft that would be at high altitude during the day and then descend during darkness and use nuclear weapon seeking equipment.

He theorised that this craft could be being used along the east coast and testing its nuclear seeking equipment on the emissions from the nuclear power stations. In December 1999 I spoke with David about his article and we discussed the characteristics of both the Flying Triangles and the experimental Solaris. David admitted that he was prejudiced against an alien interpretation, but admitted that the Solaris did not fit with the Flying Triangle phenomenon as recorded by Project FT. In fact, David could only match the 'TR-3'/Black Manta aircraft with the size of the Flying Triangle but agreed that this known craft could not hover silently. David went away to check on the possibilities of a 'sub-scale' Solaris and I never heard from him again.

This debate with David Hambling took place a long time after the field research began, but the nuclear power station connection was the first prominent lead that our field research was to take. Undertaking field research at a nuclear power station wasn't an ideal situation, although pre-September 11th, Britain was still on a constant terrorist alert. Despite this we decided that limited research should take place at Sizewell Nuclear Power Station and work on a new site from the in-

formation contained in the sightings database.

Additional characteristics of the Flying Triangle were discussed about the nuclear power station sightings; for some reason the Triangles were never seen arriving or leaving the area. Victor also mentioned that the Flying Triangles were logged hovering above the nuclear reactor anything from 30 seconds to 30 minutes during each sighting. Sizewell's nuclear reactor is housed in a dome which obviously aided immediate identification of the particular area of interest during field research. Our objectives were to firstly independently corroborate the sightings reported from the area - if this could be done, then to establish the route taken by the Flying Triangles to and from the area, and if possible capture photographic or video evidence of the Flying Triangles.

During February 1998 a reconnaissance visit was made to the area with the purpose of identifying safe research sites. Given the layout of the area only one site could be found that gave a considerable overview of the area to help meet our objectives. Following this visit, a date was set in March 1998 for the first real-time investigation into the nuclear power station sightings, the time frame set for a possible sighting being between 9pm and 3am. The observation site sat just under one mile to the west of the power station complex. The complex itself is just over half a mile long, comprising Sizewell 'A', the decommissioned reactor ,and Sizewell 'B', the domed and active reactor. The complex is flanked by an approach road to its west which is lined by street lighting. With the additional lighting within the perimeter of the complex the area is surrounded by an amber hue.

Shortly after midnight I became aware of some moving amber lights to the north of the complex. These lights appeared in a triangular formation and were marginally above the street lighting within the complex visitor's car park. The formation had a leading light followed by two lights much closer together at the rear (figure 1). I had trouble in identifying these lights as anything normal due to their height in comparison to the street lighting. It was evident that these lights had to be 'off-ground' due to this, and that there was no access from the north of the station. But I also couldn't readily identify the lights as a Flying Triangle either, the reason being it didn't conform to the pictures which were available on the internet, which was my only guide to their apparent appearance.

Again this brings us back to cognitive psychology. In order to identify something, our mind looks to its 'pictures' and compares these with what the eye sees. If we see something new the mind will either find its closest match or enter into a state known as 'reversed gestalt moment' or 'pattern interrupt' - a moment of temporary confusion. This was the state that I had entered, which was then quickly followed by another event that, coupled with this confusion, confirmed that I was looking at something very unusual.

Whilst continuing to track these slow moving lights, they appeared to move instantaneously from a horizontal position to a vertical one. I was now looking at two lights at the same height as before but now a single light above these in a central position, making a near perfect triangle formation of lights (figure 2). This event happened without any apparent movement and the lights continued their slow move south towards the station. Literally a few seconds later the formation of lights returned to their original formation; again this happened without any apparent movement, and continued towards the station until they were obscured by trees.

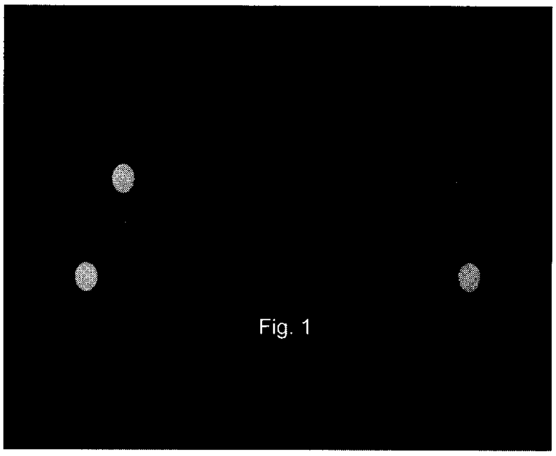


Fig. 1

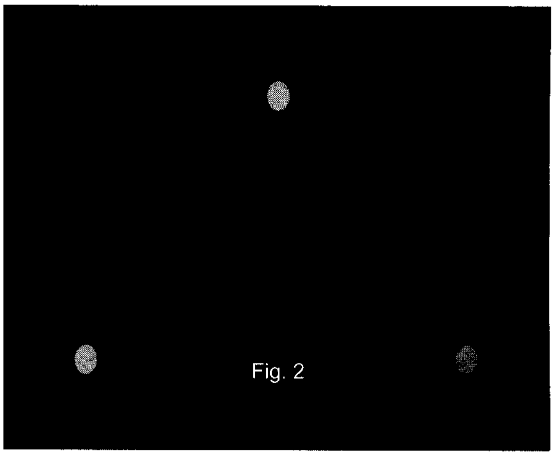


Fig. 2

UFOCATS

It was only after these lights were no longer visible that I could begin to think again about what I had witnessed. I realised that I must have witnessed a Flying Triangle and understood why it was referred to as a phenomenon. It looked 'unreal' and references to this being a military stealth craft were ludicrous. But this was only the beginning of the night's events. Ten minutes later I was aware of a sudden surge of lights around the centre of the complex. These lights appeared to be just 'turned-on' and again were just hovering above street light level.

These lights were very different from the first I had seen moving slowly. I was looking at a triangle formation of pin-prick type amber lights around the triangle's perimeter. However, the top corner of the triangle was not lit (figure 3). These lights began to increase their brightness steadily until they were noticeably brighter than any of the lights visible in the complex. I was again hit with a 'reversed gestalt moment'. I could not make out what the lights were or how they had appeared there and this time not even in a triangle formation, although at the same time it was evident a triangle was present. The lights reached an extremely intense brightness when the lights at the top began to extinguish. They switched off in sequence down each side of the triangle, but at a much faster rate along the right hand side (figure 4). It got to the point where only the bottom left hand corner was illuminated (figure 5), and as these lights began to switch off they moved to the right and I was aware of a dark structure behind the lights. Again. 'phenomenon' was the correct way to describe this, not necessarily 'craft'.

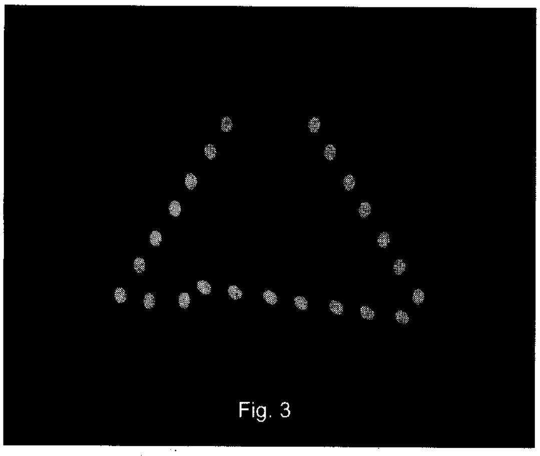


Fig. 3

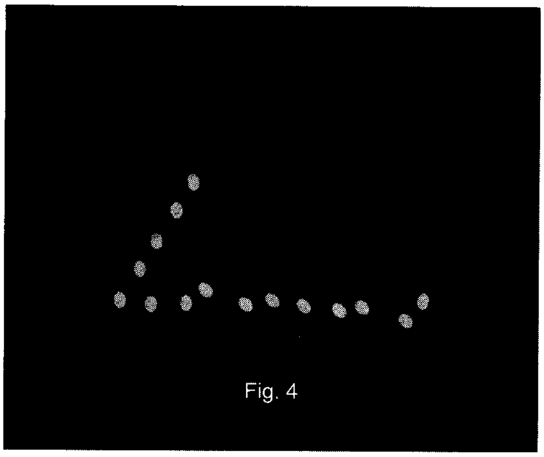


Fig. 4

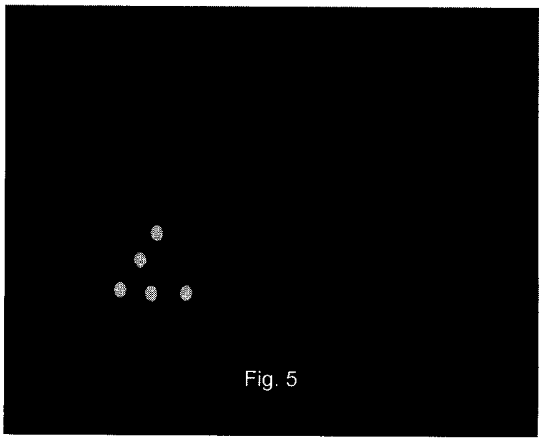
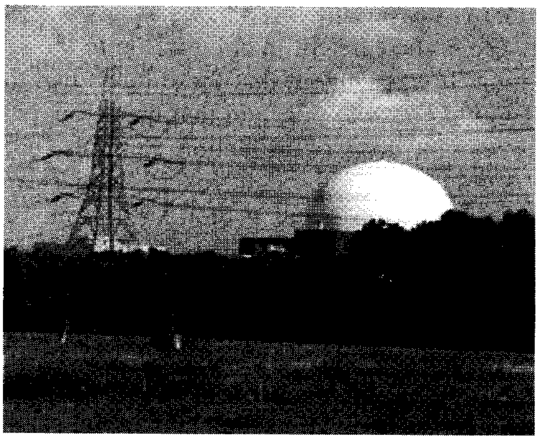


Fig. 5

Objective number one had been met, but in complete surprise. I had expected to see something, due to the number of sightings reported from the area, but the manner in which the triangle or lights presented themselves was beyond what I had expected and understood. Prior to this night I could not make sense of how the sighting contributors didn't see this phenomenon arrive or leave the area. From the second part of the sighting I completely understood, but also we had learnt how the Flying Triangle could sneak into the area undetected. Anyone casually glancing at the complex whilst driving past would not notice this phenomenon. On one hand it is subtle in its movement, yet when per-



Right, a Sizewell nuclear power station, scene of Flying Triangles

ABDUCTIONS

ceived creates an overwhelming experience.

This night created more questions about the phenomenon than it answered, we were to explore the possibilities that the Flying Triangles were somehow using the power stations as a source of energy. The Flying Triangle's lights, during this night's investigation, had brightened so intensely that the possibility of 'recharging' could not be ignored. It was also evident that we were dealing with something well beyond modern technological capabilities. Victor had his thoughts on 'humans' visiting from the future, yet I had witnessed something more paranormal than futuristic. We remained open-minded about all possibilities including those of an extraterrestrial or inter-dimensional nature.

Over the past six years many more encounters have occurred, some at very close range and with more than just lights and craft. We will continue to document this research for FSR and report all the information we have obtained during this field research into the Flying Triangle. The next article will continue with the next stage. So to finish off this article, I will complete the missing statements from title. **Don't Think of a Black Triangle, Don't Think of a Military Aircraft - Think of the Flying Triangle 'Phenomenon'.**

What Happened To That Hour? A

By James Owen VUFORS Regional Representative for North Eastern Victoria, Australia. A report of missing time from interviews with Mrs.J.

FSR, 49-1, SPRING 2004

It was Monday the 29th of September 2003, when I (Mrs.J.) left Wangratta to travel to Marybrough. It was a fine day and I left to pick up my niece and return to Wangratta later that night. The trip was uneventful and after leaving Marybrough we travelled to Bendigo and visited relatives.

We chatted and stayed longer than expected, and left for Bendigo at approximately 12:05 a.m. on Tuesday the 30th. I was driving, and my niece navigated, as she knew the back- roads, on which there is less traffic, resulting in a quicker trip home.

Arriving at Murchison, we stopped for a toilet break. As we left the toilet block, my niece and I both had an uneasy feeling, and quickly got back into the car, locking all the doors. Leaving the township, I headed towards Violet Town and about 8 to 10 kilometres from Murchison I saw a sign showing 34 kilometres to Violet Town.

At this point I looked at the car clock which showed 01:45 a.m. The road to Violet Town is flat and basically straight. I travelled under a very old brick bridge and when we came out of the other side, there was a straight flat road ahead. The next thing I recollect was a very bright white light on the driver's side, the shape of a well-defined rectangle. It was as bright as a brand new white shirt. Within the light were five dark silhouettes with one being smaller than the others. The silhouettes looked like blobs. The light was only there for a couple of seconds and it just disappeared like switching off a light. I know that I felt strange and my niece stated, "What is that?" She later told me that she experienced the same sensation. The light was so close that if I reached out of the window I could have touched it. The light seemed warm and there was a smell of roses in the car.

When the light vanished, the road was different; I was on a narrow winding bitumen road climbing a steep hill. On the driver's side it was a steep cutting with large rocks. On the passenger's side was a steep drop with trees. I was confused and very frightened, as was my niece. The clock in the car showed that the time was now 02:45 a.m. The last thing I re-called was the straight road and the time being one hour earlier and only a couple of seconds had passed when I had last checked the time.

Prior to the light appearing, both my niece and I suffered head pain similar to extreme pressure being applied above the eyes, but not like a headache, and after the light disappeared we both felt light headed. I was travelling very slowly when the light appeared and I don't recall slowing down. We had no place to turn around so I travelled for a short distance and both of us were quite hysterical and had a feeling that if we continued, something bad would happen.

It took me a couple of goes and I turned around and headed back down the hill. I remember crossing over the freeway and I was approaching Violet Town. I was on the opposite side of the township from where I should have been. I did a U- turn at the sign welcoming you to Violet Town and then turned left onto the freeway and headed towards Wangratta.

I did not travel through any towns and have no recollection of how I got to where I was. My niece also was unable to say how we got there. We arrived home late that morning and I was in a state,

as was my niece. I could not explain what had happened.

After the above events, I (James Owen) arranged to discuss the incident with the women involved, Mrs. J and her niece. I attended at the address of Mrs J, and discussed and taped an initial interview. The niece was still distressed about the incident and wished to put it out of her mind. I have spoken with her and reassured her, and this will involve a further interview at a later date, as it will with Mrs .J. Only a restricted set of points, resulting from the interviews to date, are revealed, so as not to compromise our investigation.

1. Unable to say if the car was running at the time of observing the light.
2. Noticed that the car doors were unlocked even though they had not unlocked them.
3. The smell of roses as previously was quite pronounced.
4. Further missing time since the initial event was disclosed.
5. Continuing pressure above the sinuses since the initial event.
6. A sore on the stomach that has regressed to a mole type mark.
7. A feeling of ridicule at the mention of other visions.

The significance of point number 7 will not be fully revealed at this time, due to the possibility of adversely effecting the on-going investigation.

On the following day of the investigation Mary Lou (my wife) and I attended the township of Violet Town. After checking the township of certain signs, we travelled a road to a small township of Strathbogie. We travelled on this road and located an area that was described by Mrs.J. The rocky cutting was on the driver's side and the drop with the trees on the left.

The area was about 3 to 5 kilometres long, and it was difficult to turn around. It was a heavily wooded area, and fitted the description by Mrs. J. I would point out that this area is not heavily populated and it is some distance to the next township of Strathbogie.

This particular area has been of interest over many years, with reports of sightings and objects following vehicles. At this point in time, my investigations are incomplete and further enquiries around Murchison and with authorise are pending. Further interviews with Mrs J and her niece are still to be conducted. End of report

Thanks to FSR Consultants Judith Magee and Paul Norman, and the author, and others at VUFORS, for permission to publish the above report. The report must not be reproduced from FSR without permission from VUFORS

Past case reviewed: 1952

The 1952 Nash/Fortenberry Sighting

FSR 49-1. SPRING 2004

<u>They came from outer space:</u> that is the conclusion of pilots – one of whom was re-interviewed in 2002 for the following report - who witnessed a formation of 'flying saucers' above Chesapeake Bay, USA

A common refrain among those who state that ufos are merely misidentified advanced man-made aircraft cannot apply to early cases, where we simply didn't have aircraft with capabilities that might confuse the observer – especially professional observers like pilots. The following case is a prime example of this. FSR.

Introduction

Following the UFO History Workshop and the subsequent formation of the Sign Historical Group in 1999, it was evident that one area lacking in the preservation of the history of the UFO phenomenon was the archiving of spoken memories and personal commentaries of historical significance through recorded interviews. Since I had some expertise conducting interviews and was versed in the technology, I was inspired to form the Sign Oral History Project in order to preserve important historical information that may otherwise be lost and ultimately make it available for scholarly study. Many individuals who have personal knowledge of some aspect of UFO history, whether witnesses; Air Force project officials and personnel; scientists

1952

involved in government-funded research; investigators and individuals involved in the social aspects of the phenomenon have never been interviewed about information and perspectives that only they can provide. *Time is running out.* The initial progress of the project has been excellent and we have managed to collect over 70-videotaped interviews with the help of many colleagues.

The following article was inspired by a recent SOHP interview with Bill Nash at his home in Florida on January 4, 2002. Many readers will be familiar with Captain Nash's July 14, 1952 UFOs sighting, which remains one of the exceptional reports despite the fact that the total sighting lasted only twelve seconds. Still, it was a mere twelve seconds with the right person at the right time, which left an indelible mark on the history of the phenomenon.

Meeting Bill Nash made me realize why this particular sighting is still regarded as one of the "classics." Aside from the exceptional qualifications of both pilots, the genuine compassion and strength of character revealed by Bill Nash in the course of the interview became clearly evident. Documents seldom convey the way that people thought, but interviews provide a unique opportunity of assessing an interviewee's character. I must admit that in this case I have been unashamedly seduced.

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Tuchman, Barbara, "Research in Contemporary Events for the Writing of History," in Proceedings of the American Academy of Arts and Letters and the National Institute of Arts and Letters, 2d ser., no. 22 (New York, 1972), p. 62.

The report

On the evening of July 14,1952, a Pan American World Airways DC-4 was on a routine flight, ferrying from New York to Miami with ten passengers and a crew of three, including, Captain F. V. Koepke, First Officer William B. Nash and Second Officer William H. Fortenberry.

The sun had set an hour before though the coastline was still visible, and the night was clear and almost entirely dark. With the aircraft set on automatic pilot, while cruising at 8000 feet over the Chesapeake Bay approaching Norfolk, Virginia, they were due to over fly the VRF radio range station in six minutes and make a position report. In the meantime, since this was Fortenberry's first run on this course, Nash, in the left pilot's seat, was orientating Fortenberry by pointing out landmarks and the distant lights of the cities along the route.

Nash had just pointed out the city of Newport News and Cumberland, ahead and to the right of the plane, when unexpectedly a red-orange brilliance appeared near the ground, beyond and slightly east of Newport News. The brilliance seemed to have appeared all of a sudden and both pilots witnessed the startling appearance at practically the same moment. In the excitement someone blurted out, "What the hell is that?"

Captain Nash later described their initial observations…

"Almost immediately we perceived that it consisted of six bright objects streaking toward us at tremendous speed, and obviously well below us. They had the fiery aspect of hot coals, but of much greater glow, perhaps twenty times more brilliant than any of the scattered ground lights over which they passed or the city lights to the right. Their shape was clearly outlined and evidently circular; the edges were well defined, not phosphorescent or fuzzy in the least and the red-orange color was uniform over the upper surface of each craft.

"Within the few seconds that it took the six objects to come half the distance from where we had first seen them, we could observe that they were holding a narrow echelon formation, a stepped-up line tilted slightly to our right with the leader at the lowest point, and each following craft slightly higher. At about the halfway point, the leader appeared to attempt a sudden slowing. We received this impression because the second and third wavered slightly and seemed almost to overrun the leader, so that for a brief moment during the remainder of their approach the positions of these three varied. It looked very much as if an element of 'human' or 'intelligence' error had been introduced, insofar as the following two did not react soon enough when the leader began to slow down and so almost overran him."

What occurred next utterly astonished the pilots. The procession shot forward like a stream of tracer bullets, out over the Chesapeake Bay to within a half-mile of the plane. Realizing that the line was going to pass under the nose of the plane and to the right of the co-pilot, he quickly unfastened his seat belt so that he could move to the window on that side. During this interval, Nash briefly lost sight of the objects, though Fortenberry kept them in view below the plane. Both would later recollect…

"All together, they flipped on edge, the sides to

the left going up and the glowing surface facing right. Though the bottom surfaces did not become clearly visible, we had the impression that they were unlighted. The exposed edges, also unlighted, appeared to be about 15 feet thick, and the top surface, at least, seemed flat. In shape and proportion, they were much like coins. While all were in the edgewise position, the last five slid over and past the leader so that the echelon was now tail-foremost, so to speak, the top or last craft now being nearest to our position."

This shift had taken only a brief second and was completed by the time Nash reached the window. Both pilots then observed the discs flip back from on-edge to the flat position and the entire line dart off to the west in a direction that formed a sharp angle with their initial course, holding the new formation. The pilots had noticed that the objects seemed to dim slightly just prior to the abrupt angular turn and had brightened considerably after making it. Attempting to describe the objects extreme actions, Nash proposed, "The only descriptive comparison we can offer is a ball ricocheting off a wall."

An instant later, two more identical objects darted out past the right wing, from behind and under the airplane at the same altitude as the others and quickly fell in behind the receding procession. They observed that these two seemed to glow considerably brighter than the others, as though applying power to catch up. As they stared after them dumbfounded, suddenly the lights of all of the objects blinked out, only to reappear a moment later, maintaining low altitude out across the blackness of the bay, until about 10 miles beyond Newport News, when they began climbing in a graceful arc that carried them well above the plane's altitude. Sweeping upward, they randomly blinked out and finally vanished in the dark night sky.

Describing the disappearance of the objects some years later, Nash wrote, **"As they climbed, they oscillated up and down behind one another in an irregular fashion, as though they were extremely sensitive to control. In doing this, they went vertically past one another, bobbing up and down, (just as the front three went horizontally past one another, as the initial six approached us. This appeared to be an intelligence error—'lousing up the formation'. They disappeared by blinking out in a mixed-up fashion, in no particular order."**

Their bewildered initial reaction is best affirmed in the words of Nash...

"We stared after them, dumbfounded and probably open-mouthed. We looked around at the sky, half expecting something else to appear, though nothing did. There were flying saucers, and we had seen them. What we had witnessed was so stunning and incredible that we could readily believe that if either of us had seen it alone, he would have hesitated to report it. But here we were, face to face. We couldn't both be mistaken about such a striking spectacle."

The time was 8:12 Eastern Standard Time. As the reality of their experience dawned on them the first question which came to mind was whether anybody else onboard had seen the spectacle. Fortenberry went through the small forward passenger compartment, where the captain was intent on paper work. In the main cabin a cautious inquiry whether anyone had seen anything unusual produced no results.

Back in the cockpit, the pilots radioed Norfolk and gave their position according to schedule, and upon receiving confirmation added a second message to be forwarded to the military:

"Two pilots of this flight observed eight unidentified objects vicinity Langley Field; estimate speed in excess of 1,000 mph; altitude estimated 2,000 feet."

At this point, Captain Koepke came forward and took over control of the DC-4 while Nash and Fortenberry went to work reconstructing the sighting. With a Dalton Mark 7 computer they determined the objects' angle of approach and the same for the angle of departure. The difference between the two was about 30 degrees; therefore, the objects had made a 150-degree change of course almost instantaneously.

They were able to accurately determine their position visually and by reference to their position to the VHF range at Norfolk. The objects first appeared beyond and to the east of Newport News and came toward the DC-4 in a straight line, changed direction beneath the plane and departed in a straight line to the west, once again passing a suburban edge of Newport News and seemed to travel out over a dark area before they began to climb steeply into the night sky. They determined that Newport News was 25 miles away and added the additional 10 and 30 miles that they estimated the objects had traveled in each direction, arriving at a total distance of 90 miles. To be conservative, they decided to use 50 miles, since they had seen them travel at least that distance.

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Determining the time duration of the sighting was not so straightforward. Wanting to be accurate, they re-enacted the exact sequence of events seven times, and using the panel stopwatch clocks determined that the time period did not exceed 12 seconds each time. Again, to be conservative they adopted 15 seconds in the final computation, which meant that the objects were flying at the rate of 200 miles per minute, or 12,000 miles per hour!

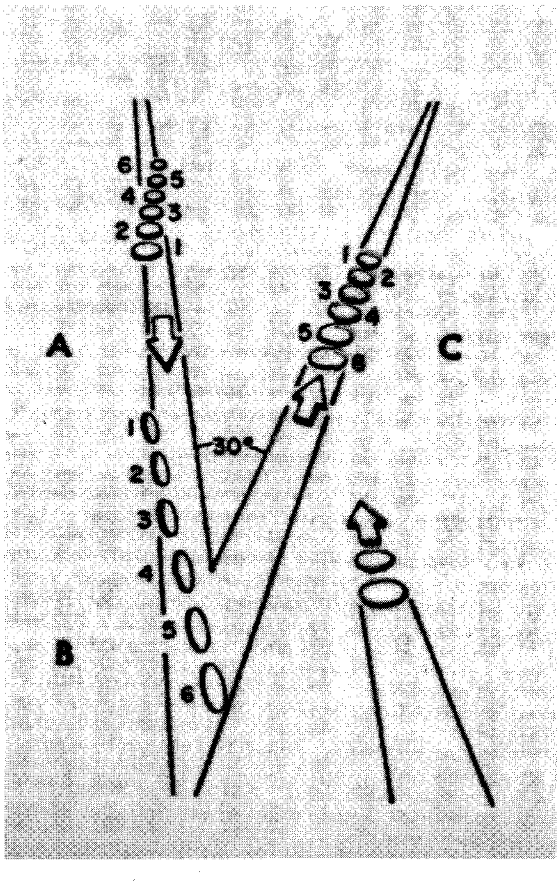
They estimated that the objects were slightly more than a mile below the plane, or about 2000 feet above ground level, and by mentally comparing their appearance with the wingspread of a DC-3 at that distance, judged the size to be approximately 100 feet diameter and 15 feet thick. Determinations of distance, size and speed are always open to question by the fact that the objects observed were unidentified phenomena. However, this particular incident was especially unique in the sense that the pilots observed the objects between the ground and the plane. Most sightings occur against an empty sky without any standard of comparison to known objects or distance, but in this case the planes altitude of 8000 feet established a finite distance for reference. Nash later qualified his ability to estimate the altitude of the objects in a letter to astrophysicist, Dr. Donald H. Menzel.

"We both had flown many thousands of hours at either 7000 or 8000 feet, because these altitudes were high enough to avoid most turbulence but not so high as to starve us for oxygen. Hence, a sort-of "instinct-judgment" about the height of objects gradually developed. If after 10,000 hours of flying at the same altitude a pilot cannot judge if something (even an unfamiliar something) is halfway between his plane and the ground, and split that in half again, he best quit. Our judgment, after seeing these things travel nearly a hundred miles, and observing them both from a distance and almost directly beneath us, was that they were holding 2000 feet for most of the observed time."

Further, both Nash and Fortenberry had served in the Navy during the war, in which Nash flew patrol bombers for the Naval Air Transport Service patrolling between the African and South American coastlines in search of German submarines. Fortenberry served in the U.S. Navy Air experimental wing for two years and was well aware of aeronautical developments for the time. In naval training, both pilots had received intensive instruction in aircraft identification and had learned to identify every ship in the German Navy.

While Nash and Fortenberry were still discussing the matter, the lights of a northbound airliner came into view on a course about 1,000 feet above. Ordinarily the head-on approach of two airliners at 500 mph seems fairly rapid. But in this instance, compared to the streaking speed of the discs, the oncoming plane seemed to be standing still. If any normal happening could have increased the effect of the night's experience, it was just such a commonplace event.

They landed at Miami International Airport shortly after midnight. Upon entering the operations office, they found a copy of the message they had transmitted to the military through Norfolk, with an addition: "Advise crew five jets were in area at the time." This didn't exactly apply since the things they had seen were eight in number, and they were



Reported Actions of Chesapeake Bay Discs.
Image sourced from:
http://ncas.sawco.com/ufosymposium/p242chesapeake.html

The action[s] of the Chesapeake Bay discs as reported by Nash and Fortenberry, (a) Discs at first approach, (b) They flip over and reverse order. (c) They change direction, recede, and are joined by two others (from Menzel and Boyd, 1963).

dead sure they were not jets.

At 7 A.M. Air Force investigators telephoned and an appointment was set for an interview later that morning. USAF Wing Intelligence officer Major John H. Sharpe and four officers from the 7th District Office of Special Investigations met Nash and Fortenberry at the airport.

In separate rooms, the pilots were questioned for one hour and forty-five minutes and following that, for a half-hour together. The pilots were duly impressed by the skill and thoroughness of their interrogators. Questions had been prepared in advance and posed individually to the two pilots in order to evaluate their recall. Map overlays were compared and they had a complete weather report for the area, which coincided with the previous night's flight plan. It stated; 3/8 Cirrus clouds about 20,000 feet. No inversion and a sharply clear night, probably unstable air. Visibility was unusually good.

Following the interview, the investigators advised the pilots that they had already received seven additional reports from persons who had witnessed similar incidents within 30 minutes, in the same area.

The best was from a Lt. Commander and his wife who described a formation of red discs travelling at high-speed and making immediate directional changes without a turning radius. Being told that their particular experience was by no means unique surprised the pilots.

None of these reports appear in the official Blue Book files, though three reports requested by ATIC in August describe multiple objects cavorting over Washington D.C. at 9:00 A.M., the morning of the sighting. Fortunately, NICAP retained copies of some of the confirmatory reports for the evening of July 14, which were published in the Norfolk newspapers. Although none of the reported sightings appear to describe the identical maneuvers that the pilots witnessed, a couple are sufficiently similar to be taken as reasonable substantiations.

For example, one witness stated that, "She and a friend were sitting on a bench in Stockley Gardens when they saw what **appeared to be flying saucers 'circling overhead and then going north.' She said they saw seven or eight altogether 'the first three white and the others were yellow and red.'"**

In a letter to the editor of the Norfolk Virginian-Pilot, the naval officer from the cruiser Roanoke, apparently mentioned to Nash and Fortenberry during the OSI investigation, reported that he had sighted eight red lights in the direction of Point Comfort that proceeded in a straight line and then disappeared. He saw the objects at about 8:55 P.M. Eastern Daylight-Saving Time, approximately 15 minutes *before* the pilot's sighting, as he was driving towards the Naval base for a 9:00 P.M. appointment.

Especially interesting is that as a result of the press coverage of the Pan American pilots sighting the following day, Paul R. Hill, an aerodynamicist at the NASA-Langley facility, decided to watch the sky for UFOs on the evening of July 16. Expecting "conformance to pattern" he parked at the waterfront a little before 8:00 P.M. and soon observed two amber-colored objects approach from the South and turn West taking them directly overhead. At this point, the objects curiously appeared to be alternatively jumping forward of each other slightly. Then after passing zenith, they made an astounding maneuver.

They began to revolve around a common center, and after a few revolutions, switched to the vertical plane! Within a few more seconds two more similar objects joined the first two before all four headed south. Hill later wrote,

"Up to that point I had been just a fascinated spectator. Now they had convinced me. At that moment, I realized that here were visitors from another world. There is a lot of truth in the old saying, 'It's different when it happens to you.' It was within my line of business to know that no Earthcraft could remotely approach those maneuvers."

This sighting prompted Paul Hill to a life-long study collecting and analyzing sightings' reports for physical properties and propulsion possibilities in an attempt to make technological sense of the unconventional objects. The study was eventually published posthumously, under the title, Unconventional Flying Objects: A Scientific Analysis (Hampton Roads, 1995), in which Hill presents his thesis that UFOs **"obey, not defy, the laws of physics."**

At the time of these sightings flying saucers had been big news for many weeks and the staff of nine at Project Blue Book were swamped with sighting reports, far more than they could properly deal with. By mid-July they were getting about twenty reports a day and frantic calls from intelligence officers at every Air Force base in the U.S. The

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reports they were getting were good ones and could not be easily explained. In fact, the unexplained sightings were running at about 40 percent. All this was leading inexorably to the following weekend when UFOs were picked up by radar at Washington National Airport in restricted air space over the nation's capitol, and would become one of the most highly publicized sightings of UFO history. For those reasons, the Nash/Fortenberry sighting received a less-than-adequate investigation. Project Blue Book quickly determined that the five jets flying out of Langley, AFB could not have possibly been responsible for the sighting, and the case was dropped and filed as an "Unknown."

It was not until 1962 that the case would be re-examined by the Director of the Harvard College Observatory, astrophysicist Donald H. Menzel, and published in his book, The World of Flying Saucers: A Scientific Examination of a Major Myth of the Space Age (Doubleday, 1963). At the time, Professor Charles A. Maney, a physicist at Defiance College, had been engaged in a rather lengthy correspondence with Menzel, and when the Nash/Fortenberry sighting came up, Maney forwarded copies of the correspondence to Nash, then an advisor to NICAP. This led to a series of lengthy correspondences over a six-month period between Nash and Menzel, providing considerable insight into the process by which Menzel arrived at his eventual solution to the inexplicable sighting.

Based on the meager data contained in the official report, Menzel assumed that the sighting could be reasonably explained as a reflection in the cockpit windows, especially considering the nearly instantaneous reversal, which seems to defy the laws of physics pertaining to inertia. In support of this explanation he underscored the apparent failure of the crew and Air Force investigators to make any tests for possible reflections, and generally called into question the credibility of the pilots. In a fairly scathing letter, Nash remonstrated with Menzel on this critical point:

"Dr. Menzel, regardless of your figures the western horizon was not quite bright, and regarding your "reflection theory," in the first place the objects were between us and the west. In the second place, they would have had to be damned persistent, consistent and impossible reflections to have manifested in three cockpit windows in exactly the same way. We first observed them through the front window. As they approached and I moved across the cockpit, I kept my eyes on the objects and saw them through the curved window of the windshield, and we both finished our observations looking through the right side window. That is why there is no evidence (as you complain to Dr. Maney) that the pilots considered that what they saw was a reflection; and you state that we were too excited by what we saw to make the most elementary scientific tests. Again, Doctor, pilots do not excite easily or they would not be airline pilots – please - a little respect for us?"

Dr. Menzel's next line of inquiry concerned whether the reflection could have been caused by an illumination within the cockpit, or possibly a "hostess taking a drag of a cigarette." Dr Maney's rather sardonic response to this possibility was, "Quite a long drag, wouldn't you say?" But, nevertheless, the pilots weren't smoking, the cockpit door was closed, there were no hostesses on the flight and the pilot's observed the object's reversal out of the right window *below* the plane. This pretty well convinced Menzel that an internal reflection was unlikely to explain the phenomenon and what Captain Nash had seen was something outside the plane.

Still, Menzel concluded that Nash's observations "... are completely consistent with the theory that the discs were immaterial images made of light." Therefore, to explain the sighting he theorized that "...a temperature inversion can lead to a sharp concentration of haze, ice crystals, smoke or other particles in a relatively thin layer. The layer is often invisible until the plane actually goes through it, when it appears as a thin, bright, hazy line that disappears a moment later when the plane breaks through it. Multiple layers of such haze are not unknown, stacked one on top of the other. Now, a sharply focused searchlight, shining at night through a series of such hazy layers, will show up as a series of discs. As the searchlight moves, the discs will appear to spread out, exhibit perspective, and, as the searchlight turns around, the discs will appear to ricochet."

The soundness of his theory depended on the prevailing weather conditions. Since the official weather reports for that evening indicated that there were *no temperature inversions present*, Dr. Menzel carefully constructed a scenario in which inversions (albeit in meteorological parlance, a sub refractive condition) could have been present though undetectable by the weather service.

"In the summer of 1952 all the eastern states were suffering from a intense heat wave and drought, and the ground cooled rapidly after sunset, because of the lack of cloud cover during the day. In a period of heat and drought, the nightly cooling produces marked inversions favorable to extreme re-

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fraction and reflection. Small in extent, existing only briefly in one place, constantly changing location, such inversions may not be detectable by radiosonde observations."

Dr. Menzel admitted that his solution does not identify the particular beacon or searchlight responsible for the sightings, though he suggests that, "A light on the Virginia coast, shining northeast toward the plane, could easily have been spread out into a series of images like those observed." Apparently, the location of the light is assumed to be at the point of the pilot's initial sighting of the red-glow, beyond and to the East of Newport News.

This begs the question why experienced pilots could not identify an apparently fixed high intensity (red!) light source if it were emanating from a position 25 miles in front and below *and* directed toward their aircraft. Since the discs were organized in a stepped-up echelon, *with the leading disc at the lowest point*, one would deduce that the source of the light must have been from behind the aircraft. Had the light source been in front of the aircraft, as Dr. Menzel postulates, the leading disc would have appeared in the highest position in the echelon. Further, a searchlight reflecting off a horizontal cloud layer at an oblique angle to the observer would produce a gradual elongation of the disc as it moves relative to the observer.

The theory does not account for the two discs that darted out from under the plane and conjoined the original six before disappearing into the night sky; and it does not account for the mechanism that would need to be in effect to make the discs appear to flip vertically on edge, reverse position in formation while maintaining relative distances, and then flip back to the horizontal plane (while executing a 150-degree course change at, well, in the words of investigating officer, Major John Sharpe, **"...a speed fantastic to contemplate."** Incidentally, 90 miles in 12 seconds equals 27,000 mph!)

In his book, Dr. Menzel asserts that his solution offers, "a highly probable explanation that is consistent with all observations and does not depend on the presence of an extraterrestrial spacecraft." I have to agree with the later part of the statement, but have no doubt that readers will find further inconsistencies in Dr. Menzel's *impracticable* solution.

Some years later, in early 1957, Bill Fortenberry was lost in a Boeing B-377 Stratocruiser crash in the Pacific Ocean, with all onboard. In the early sixties, Captain Nash transferred to Germany, and for the next 15 years flew the Berlin corridors before retiring from Pan American. In a recent interview for the Sign Oral History Project, a still vivacious Captain Nash provided their concluding supposition...

"Looking at the thing shook us up. We stared at each other, and all of a sudden there was this realization that our world is not alone in the universe. Because, nothing could have advanced to that degree of scientific progress without some of the intermediate steps having become public knowledge, or, at least known to the people who were flying.

Bill had just come out of the Navy and was fully acquainted with their latest developments. We just knew that they were not from this planet. I know to this day, that it was nothing from this planet."

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Thanks to Thomas Tulien for the above article. Thomas Tulien is a documentary filmmaker and co-chair of the Sign Historical Group.

Review by Jacques Vallee of the book by Richard Dolan 'UFOs and the National Security State'

FSR 49-1
SPRING 2004

In this book foreword (see below), Dr Jacques F. Vallee, Ph.D, astronomer, author and special FSR consultant, indicates where he thinks ufos might originate from. One idea – not necessarily Vallee's - is that, long ago, perhaps millions or billions of years in the past, some 'aliens' evolved from the 3D world that we know into the much more complex reality that might underlie or inadvertently – or partly intentionally – interact with our world. Perhaps, after leaving their 3D selves behind, they impregnated that reality to such a degree that they became an inherent part of it and are perhaps shaping it as you read this. They may, however, leave alone pockets of reality where 3D species like us exist, preferring to keep us locked in our own little reality where, unspoilt, we can be observed and perhaps experienced (and all that that infers). Echoes of the recent statement by a physicist that our world may be embedded in a super civilisation?- see FSR Vol 48/3. FSR.

Foreword:

The important book you are about to read is the first comprehensive study of the U.S. government's response to the intrusion of UFO phenomena in American skies over the last 50 years. While several historical studies of the controversies surrounding the reports have been conducted, the military and intelligence implications have, until now, remained in a state of confusion.

As a longtime student of the phenomenon I can testify to the complexity of the data Richard Dolan had to decipher. The U.S. Air Force itself, overtly the main contender in this drama, never attempted to compile a comprehensive history of its own files on the matter. When I reviewed the 11,000 cases in the Air Force files between 1963 and 1967, the military had no index of that data. The most cogent participants, such as Captain Edward Ruppelt and professor J.Allen Hynek, did write about what they had done but they left many undocumented areas. Interested outsiders picked up the pieces of the various projects, and presented personal interpretations of what had happened.

Understandably, the result was a vibrant melange of facts, fiction and subjective interpretations, which has led to the wildly conflicting theories the media love to exploit.

Even the White House was unable to reconstruct the full picture when President Jimmy Carter instructed NASA to undertake a review of UFO information in the late seventies. A Washington wag described the space agency's reaction to this presidential order as "a flurry of alarmed paralysis."

At the height of the Carter effort a small group of us from various research institutes and universities volunteered to help. I vividly recall a meeting I had with a high-level official at the Office of Science and Technology Policy, across the street from the White House in September 1977. I tried to convey to him that we had experts all across the U.S. who were ready, willing, and able to get involved in NASA's review of the phenomenon if they were given a green light. He listened to me sympathetically but expressed discouragement about what he saw as "an impossible political situation."

Discussion turned to the fact that the CIA and the Air Force, as well as several other agencies, must have entire file cabinets filled with reports from their own people, if only because the phenomenon is known to trigger the kinds of sensors that have been deployed to detect enemy threats during the Cold War. I was told there was plenty of data all right, collected by the military and intelligence community, but it "never saw the light of day."

The White House might force some of it to be released, he told me, but that might not advance the problem: "Those guys twist everything to suit their own political schemes.

It's like pulling teeth to get data, and you never know if they tell you the truth."

It is in this murky world of deception and confusion that Richard Dolan has now cast a welcome light. But it will take a sustained effort along the lines he has pioneered if we hope to validate the facts, uncover the motives, and reconstruct the patterns. In order to conduct this analysis it is very important to take notice of what is NOT there: The missing parts of the overall puzzle. What is not there constitutes a world of heroic complexity and immense proportion.

I had a vivid example of this fact, on a much smaller scale, when I unearthed a secret letter from a Battelle scientist named Cross, who had written to the CIA at the time of the Robertson panel in 1953. (I have referred to this document in my previous books as the "Pentacle Memorandum"). To this day there are ufologists who claim the letter was unimportant. Yet there are indications it may represent the point of major bifurcation when the most serious part of the official study plunged un-

derground while Blue Book continued as a public relations exercise, the visible effort by the military to gather UFO reports from American citizens.

The experience of tracking down that single document makes me appreciate the delicate nature and the sheer difficulty of the task undertaken by Richard Dolan in compiling the present book.

The Cross letter was significant because it implied that a group of specialists working in the shadows on the most massive UFO study to date had the power to keep critical information from a prestigious national security panel. Furthermore they had another plan, a brilliant project of far-reaching implication, which they proposed to implement as a way of getting to the heart of the phenomenon.

I had a copy of that letter. It was stamped Secret. I knew its exact origin. Yet all the efforts I made to unearth an official copy from the Air Force or the National Archives through the Freedom of Information Act failed to yield results. It is finally through Congress that I obtained clearance to release the text. The process has given me a sobering view of the ability of the bureaucracy to hide the truth for decades, occasionally using the colorful community of UFO believers itself as an unwitting tool as it covered its tracks. To this day I am convinced that historians of the phenomenon have remained blind to some of the implications. It is my hope that books like the present one can stimulate a renewed effort to get at the truth.

Like the "missing mass" that astronomers are trying to locate in the far reaches of our universe, the UFO phenomenon rests on an ocean of dark matter, deep secrets, and forgotten wars fought only in shadows. Not all of it had to do with the kind of objects the American public imagines UFOs to be.

Some of the warriors seem to have understood, early on, that if UFOs existed as a genuine new phenomenon of intelligent origin, this fact did not necessarily mean they were from outer space. And other warriors may have decided that the belief in the reality of UFOs could be twisted, exploited, and bent to obscure political ends. They may have planted false UFO stories to hide real experiments. They may have disguised helicopters as flying saucers, or lied to witnesses at sites where advanced prototypes had crashed, never to be divulged again. No wonder even White House officials get confused when they try, years later, to reassemble the facts.

As we ponder the implications we are led, inexorably, to a much larger issue. As anyone learns who has become a naturalized United States citizen, the rock upon which American democracy is built is "an informed citizenry." Without full information, how would you know how to vote? And if you didn't know how to vote, could you still pretend you lived in a democracy?

In the last fifty years the various branches of the military and intelligence community in the United States have so clouded the reports of the UFO phenomenon that the citizenry has been left not just uninformed but indeed disinformed. This may not have been the intent, but it is indeed the result.

Those who truly care about democracy are justified in asking that the government come clean about what it knows, and – most importantly perhaps – *what it doesn't know* about a phenomenon of such far-reaching consequences for our science and our society.

All efforts to break open the mystery so far have made the assumption that the "big secret" merely involves extraterrestrial spacecraft put together with metal and rivets. This partial view is supported by the many instances in which UFOs have been seen by pilots, photographed, and tracked on radar.

Yet modern physical theory opens up a much wider, richer spectrum of hypotheses for objects that might blink in and out of perception, impact the consciousness of witnesses, accelerate without creating sonic booms, change shape and merge with one another dynamically. Concepts of higher dimensionality, once on the fringes of physics, have entered the mainstream of science. Given what we know about the universe today, it is irrational to assume it can be described with only three dimensions of space and one dimension of time.

The UFO witnesses are telling us they have experienced objects of vast complexity that challenged their sense of reality. Such observations are anomalous in the narrow sense of the classical physics we learn in school, but they may help build a conceptual framework for the physics of the twenty-first century. It is all the more important then, as Richard Dolan points out, to make a precise assessment of what the most reliable witnesses have observed, and to seriously start looking for the missing parts of this famous puzzle. UFOs have been with us since the beginning of recorded history.

Could they be trying to tell us who we are, and what true place we are destined to occupy in the universe?

End of book review

Open Forum ***Personal viewpoint - by Capt. Gordon Millington, President, SIGAP***

GENDER SPECIFIC PERCEPTION OF THE SIGNIFICANCE OF UFO SIGHTINGS

SPRING FSR 49-1, 2004

Early UFO investigators loaded their reports with astronomical and meteorological data on the assumption that if you are uncertain what is significant then you record everything you can, in the hope that some of it will turn out to be useful. Nowadays, however, instead of concentrating on random but allegedly objective data in the belief that such facts are somehow more scientific, investigators are beginning to study also the effect of the encounter on the witnesses themselves.

It is of course essential in case studies that we always compare like with like, and fortunately I have been able to investigate three cases which are absolutely parallel in a number of important respects. All three were reported by couples of opposite sex, with a separate account from each partner. Each is a unique event, by which I mean that neither before nor since had any participant claimed another UFO encounter, and finally two of the three cases involve the projection of the "cone of silence", when it is thought that witnesses somehow enter for a time the UFO reality, causing a temporary exclusion from consciousness of normal mundane events.

The third case may have been an IFO, but if so the psychological reactions are puzzling, to say the least.

The particularly interesting common features of these three encounters lie in the essentially similar attitudes to the sighting experience adopted by witnesses of the same sex, and the marked difference in the reactions of all three men from those of their respective female companions. These could be briefly characterised by saying that the typically male attitude to a UFO encounter is one of excitement, modified by a detached yet fascinated curiosity about the objective details of the UFO's behaviour, of which they have a good recall, and a total disregard, or possibly unawareness, of any personal danger. The typical female reaction, however, seems to be both subjective and emotional, coupled with a direct apprehension of a personal threat.

Though these differential reactions may to some extent contain elements of socially constructed role perceptions, they cannot really be attributed mainly to some postulated masculine need for self presentation in a macho mode and a corresponding feminine willingness to confess without shame to feeling afraid. Neither sex has a monopoly of courage, and it seems from the witness accounts much more likely that the women's experience and perception of the UFO encounter is simply different in kind from that of men, and that they become aware of elements in the pervasive UFO reality field by which men either remain unaffected or which they simply do not perceive.

The three encounters I wish to consider in this regard are the Pitch Hill UFO of 5 November 1988, reported by Karen and Philip; the Westcott UFO of 17 April 1982 seen by Christine and Peter, and the Twyford UFO (IFO?) Of 16 July 1993 described by Colin and Maria. In each case we shall be considering only details relevant to the gender differential, our immediate concern. Interestingly, all three couples made their initial observations from cars.

In the case of the youngest pair, Karen's car was parked and Philip was in the passenger seat when the UFO was first seen. I asked why he got out of the car and Karen did not.

"Just to see better, " he answered. "I was very excited by it, the whole thing was ...we both felt it was a strange atmosphere. When I got out of the car everything was quiet - there wasn't a sound! No animals, no wind, nothing at all, as there would have been normally.... I suppose I was very excited to start with, but when it went and the wind came back, I did feel a little bit insecure."

A curious adjective in the context, perhaps, and the least macho of the male reactions, doubtless influenced by Karen's anxiety and her repeated requests to get back in the car so they could move away.

Peter's original account is totally factual and says nothing of his feelings when he "drove up the kerb with surprise" at the sight of the landed UFO close at hand and turned back, hoping to see it again. Interviewed by me ten years after the event, he spoke still of his extreme excitement, "with the adrenalin pumping", as concern to turn the car occupied his whole attention, ignoring his partner's frantic requests to drive on. He had no doubt that what he had seen was a UFO and said so at the time and ever since.

When Colin, journeying with Maria along the A4 towards Reading, saw from his parked car "an illuminated object of cylindrical shape, resembling a short, fat cigar ... possibly 500 feet above the ground and about 2 miles away", he rapidly concluded that he was seeing "an extra-terrestrial

space craft" and described its movements in minute detail. When, at his wife's insistence, they broke off the encounter, he had "very much wanted to stay and actually attempt to get ... as close as possible to the object. I was feeling a sense of self-imposed loss, sorry to be leaving this thing behind," he wrote.

Certainly none of the three men described themselves as being in any way afraid of the possible consequences of their UFO encounters, but the opposite is true of their partners, all of whom expressed varying degrees of fear and apprehension.

Though Karen was able to give a good account of the UFO's movements, because in addition to feeling afraid she was also interested and curious about it, having always wanted to see a UFO, but at the moment of truth she urgently wanted only to get away. I asked her why she did not get out of the car at the same time as her boy friend.

"There was a reason," she replied. "I was frightened because it was so very quiet and I had this odd feeling about the quietness. I didn't know what it was, and I was frightened ... I kept telling Phil to get back in the car, because I wanted to go!"

Christine's account gives an excellent example of the contrasting behaviours of each of the pair at the crucial moment of recognition, the time at which it could no longer be dismissed as a joke. "Peter wound down the window," she reported. "And said:'Christ! It is a UFO!' Immediately my legs went to jelly -I felt absolutely petrified, my whole body just felt like a jelly. He was going berserk, right up on the kerb ... and I looked behind me and there were two bloomin' great orange jet burners and that made me feel even more scared. It was so eerie, it was horrible, unbelievable. It was an evil looking shape."

Maria's responses were the most complex and severe in their effects upon her. "My immediate reaction," she wrote, "was, 'No, this couldn't be anything so ridiculous as a flying saucer.' ... I convinced myself that it had to be a helicopter... Then something made me decide that it couldn't be a helicopter. .. I really became alarmed. I am a Roman Catholic and in my state of anxiety I reached for my rosary beads in my handbag and focussed my thoughts on God. I had a distinct feeling that the bright object knew that we had seen it ... I was transfixed much of the time in a state of fear at this bright object ... This experience has affected me deeply. During the last few days I have felt very anxious and threatened...Even writing this report was a frightening experience."

From the foregoing it is undeniably clear that what would superficially appear to be a single shared identical experience, common to two people, is in fact perceived totally differently by each, according to his or her gender. None of these women was anything other than a competent, intelligent adult, totally within the parameters we choose to call normal.

Why then should their experience of the phenomenon be so different from that of the men?

Well, of course we don't know, but we can perhaps speculate that they may enter unwittingly into some possibly subconscious form of *communication with UFO entities, becoming aware of intentions which, though not necessarily overtly formulated, are none the less felt to be threatening, especially by females. When we look at the abduction literature - the stolen eggs, the manipulated wombs - we can readily see how this could be so, and if apprehension of sexual violation and exploitation is communicated even subliminally, it would certainly provide every justification for the fears described.*

Men don't feel so defensive about spermatozoa or regard them as potential babies, and they have millions of them to spare. Perhaps the psychological consequences of this basic differentiation of the germ plasm are the unacknowledged cause of the gender-specific reactions we have been considering?

Software firm joins search for aliens. But are they already here?

A special report compiled by FSR

The following story broke on 22nd of March 2004 and in some ways is very surprising, for Microsoft should be well aware that in the next few decades computers will be ready to take us on to the next stage of human, or human-computer, evolution. Soon, computers will be in a position - perhaps with our help, or perhaps not - to take computing into realms that were only recently considered science-fiction. As a result, the subject of consciousness – and where we could put it - should become much better understood. Futurologists believe that in the next 100 years or less, computing will have the ability to transfer our consciousness into software; or rather, into hardware-software, and/or or energy fields.

Consequently, we should acknowledge the possibility that aliens more advanced than us have already mastered techniques which will allow them

to perform what to us would appear to be magic. They may be able to communicate in ways far in advance of old-fashioned radio communication. They may have transferred their consciousness into their environment and the wider environment and, over millions or billions of years, involved in many quantum leaps to something which will be completely foreign to us and which we are unlikely to be aware of – unless they occasionally present themselves to us as 'aliens'. Microsoft might do better putting its money into research that looks for other modes of communication.

In parallel, less advanced aliens may be using techniques that we might recognise as being something of alien origin. These techniques may have resulted in the wave of apparent alien technology-oriented sightings that have persisted for the last 50 plus years. I say "apparent alien technology" because that is not always how it appears. We may be seeing their software too. That software would of course be non-physical and might represent an alien intrusion into our space-time frame. On the other hand, some ufos may be physical craft from worlds that are not much more advanced than ours, while others may represent an interaction - intentional or otherwise – with an intelligence millions or billions of years ahead of us.

The search for alien radio transmissions can therefore probably only lead us to know of the existence of aliens that are at a similar technology level to us. By the time we get the signal, though, the species behind it may have evolved considerably and be using other techniques, and/or expanding its presence exponentially across our galaxy.

The problem any species has with developing computers is that progress towards mega advanced computing – involving perhaps a species-computer 'life form' - can probably happen in quantum leaps very rapidly, so much so that before they know it, they have something on their hands which they had difficulty envisaging in the first place. We may be only brief decades away from that situation ourselves, or sooner if 'black' projects are currently working on mega advanced computers. We would be foolish indeed if we presumed they were not. PW, FSR.

Reuters 22nd March 04:-

Microsoft's Allen funds extraterrestrial hunt

Allen's donation will support an effort that will measure signals from space.

SEATTLE, Washington (Reuters) -- Microsoft Corp. co-founder Paul Allen has donated $13.5 million to help fund the search for extraterrestrial life.

The California-based SETI Institute, which is dedicated to the search for life beyond Earth, said the donation from Allen, who co-founded Microsoft with Bill Gates, would be used to create a radio telescope array of more than 200 satellite dishes that will measure signals from space.

SETI - Search for Extraterrestrial Intelligence – plans ultimately to increase the array to a total of 350 satellite dishes.

"An instrument of this magnitude ... will result in the expansion of our understanding of how the universe was formed, and how it has evolved and our place therein," Allen said in a statement. A longtime science fiction fan, Allen has already devoted millions of dollars to exploring outer space and is building a science-fiction museum in his hometown of Seattle.

His donation comes at a time of a renewed interest in space exploration.

NASA's Mars rovers have discovered evidence of water on the surface of the Red Planet and President Bush has outlined plans for an ambitious space initiative, including a manned mission to Mars.

But are aliens already here?

Postscript: Meanwhile, the head of SETI has declared that aliens could already be here. According to SIGAP, the UK UFO research group, SETI director Jill Tarter said she believes extraterrestrials could be present in our solar system. She said we could claim that we cannot be sure there is no evidence of aliens in our solar system. "We've so poorly explored even the local neighbourhood of our solar system that there could well be probes, artefacts, even large, slow ships within our solar system that we wouldn't have detected yet. It is possible that there could be, in fact, within our solar system some evidence of an extraterrestrial technology. They may be here."

She then made the comment that there have been attempts - using both reflected light and radar observation - to find "ships" that might be on long-term station in our solar system at points of minimal gravity. She said "there are many places that large ships could be located that would be very difficult for us to detect, such as in the asteroid belt or the rings of Saturn they could be vir

tually indistinguishable from local objects if hidden in such places."

"Forget radio signals - Aliens are visiting earth now!" – claim.

BOSTON -- Author, publisher and UFO/ET reality proponent, Claude DiDomenica of claudescommentary.com, submitted an open letter to Paul Allen, co-founder of Microsoft. The letter was prompted by a March 21, 2004 article in The Sydney Morning Herald in which the Paul G. Allen Foundations donated $13.5 million to the SETI (Search for Extraterrestrial Intelligence) Institute towards construction of the Allen Telescope Array or ATA. This brings Mr. Allen's total donations to SETI to a whopping $25 million for this project. So, what is the big concern about funding for a radio telescope?

DiDomenica explains. "I'm concerned that the SETI Institute is using the carrot-on-stick scenario of finding radio signals from extraterrestrial civilizations. "At the same time, SETI maintains that '...the lack of credible physical evidence has made it difficult for serious scientists to believe that UFOs have anything to do with extraterrestrial visitors.'"

DiDomenica disputes this statement as absurd and untrue. In fact, he has compiled a list of credentialed UFO/ET reality proponents. These scientists include such people as: * Dr. Edgar Mitchell, Apollo 14 astronaut * Dr. Bruce Maccabee, physicist * Dr. Brian O'Leary, former NASA scientist-astronaut * Stanton Friedman, BSc and MSc degrees in physics * Dr. Leo Sprinkle, psychologist * Dr. John Mack, Professor of Psychiatry, Harvard University * Dr. Bruce Coronet, evolutionary biologist *Dr. Brian Crissey, computer scientist.

"The DiDomenica Equation" disputes Frank Drake of SETI, who promotes the belief that the best chance for making contact with extra-solar intelligent beings is via radio telescopes. "The DiDomenica Equation," DiDomenica quotes a March 1, 2004 Wisconsin Technology Network article that states:

"According to Drake, it is possible to send a 60-second telegram at the speed of light to the far side of the galaxy for only a dollar's worth of energy." DiDomenica points out by rough calculation "Drake's telegram will take 75,000 years to reach its intended recipient. Therefore, it would take 150,000 years round trip to get a reply!" He finds it absurd that some scientists still cling to the notion that the vastness of space prohibits interstellar travel, thus making radio signals the best way of finding ET life in the cosmos. DiDomenica points out, "It is obvious the ET beings visiting us circumvent the too long a time it would take light-speed barrier, in travelling here."

DiDomenica has come up with The DiDomenica Equation, which goes as follows: 'Institutionalized absurdity by credentialed scientists does not equal truth.'The reality is that not only do ET beings exist, but they are here visiting earth NOW."

http://claudescommentary.com/media

End of this special report.

Recent UFO Reports 2004

Air Traffic Controller receives a report of UFOs from airline pilot

Sighting:Occurred and reported: 25th March 2004 Location: Omaha, NE. Shape: Formation. Duration: 20 min

FSR 49-1, SPRING 2004

"I am an air traffic controller for Minneapolis Center. This evening at 1900 the pilot of an air carrier that was under my control reported two flights of two aircraft. There were no other aircraft in the vicinity at the time. He said they were 15 miles in front of him at 35,000 feet traveling away from him in a westerly direction. The UFO's stayed out in front of his aircraft for approximately 15 minutes until the pilot said that the UFO's were so far out in front of him that he could hardly see them anymore. After being relieved of my duties I reported it to my supervisor who put me in contact of the Military Air Defense. The person at the other end of the phone said that they saw no objects in the area of this aircraft."

(NUFORC Note: We have communicated multiple times with this witness, and FAA Air Traffic Controller, as well as with the Supervisor, alluded to above. They both confirm that no radar returns were visible on the Controller's radar screen at the time of the incident. The case has been forwarded to the National Aviation Reporting Center on Anomalous Phenomenon (<www.narcap.org), whose Executive Director is Ted Roe, and whose Chief Scientist is Dr. Richard Haines, Ph.D., former Senior Research Scientist at NASA's Ames Research Center in San Jose, CA. The case is under active investigation, and audio and radar data will be requested from the FAA with a Freedom of Information Act request.

We express our sincere gratitude to the personnel in the FAA who saw to it that the information was forwarded to our Center. The FAA Air Traffic Controller, and his supervisor confirmed that no radar returns were visible). Thanks to www.nuforc.org for this report.

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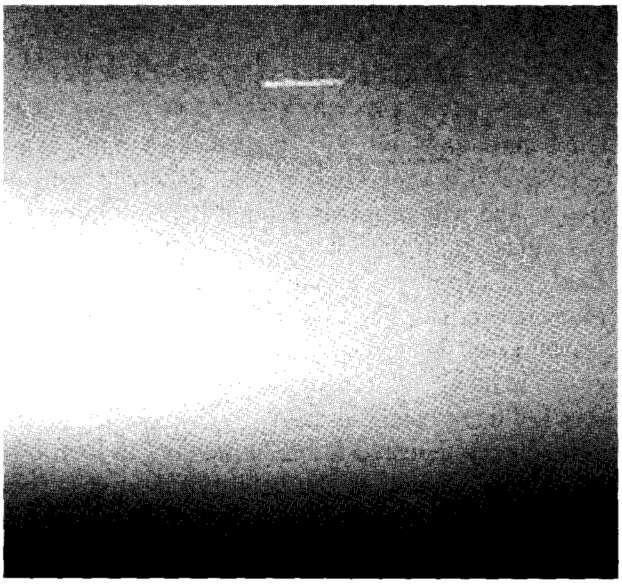
The following reports are courtesy of Filers's Files:-

Mars UFO Streaks By

Observing the sky with the green filter of its panoramic camera, the Mars Exploration Rover Spirit came across a surprise: a streak across the sky. The streak, seen in the middle of this mosaic of images taken by the navigation and panoramic cameras, was probably the brightest object in the sky at the time. Only Viking 2 has a polar orbit that would fit with the north-south orientation of the streak. Said



Mark Lemmon, a Rover team member from Texas A&M University, Texas, "Is this the first image of a meteor on Mars, or an image of a spacecraft sent from another world during the dawn of our robotic space exploration program? We may never know, but we are still looking for clues."

United Arab Emirates – Diamond UFO

DUBAI – The observer spotted a clear diamond shape thing with blue and orange light that came close to landing, but did not land at 2 AM, on March 16, 2004. The light was a true and real bright blue orange light, then the shape of the ship started to appear like a diamond. It started to close down to the face of the earth, and suddenly disappeared away like lightning.

Peru - Testimony of a 'Close Encounter'

LIMA -- Ricardo Gonzalez writes, The Air Forces of several countries like Chile, Uruguay and Perú have created specialized UFO military research departments. In Perú, the former hub of the Inca Empire, close encounters have been recorded on numerous occasions. The question is: Why are they observing us? I was 14 in 1988, when I saw a luminous object shaped like a drop of water that moved silently west towards the Pacific Ocean. The press and TV carried it and I became more interested. I was sure these had a direct connection with extraterrestrial intelligences.

I did possess that unexplainable certainty but had to wait for another five years to confirm these sensations. In October 1993, I was enrolled in marketing and administration courses at the Instituto Peruano de Marketing, and closing my eyes and settled myself in the chair when a strange voice in my head said, "Don't stop seeking, we are extraterrestrial beings and are coming in contact with you,". "You will undergo a preparation that will lead you to get to know us physically." At that point I said: "I need proof to know that this is true." And the "voice" responded by suggesting: "Go up to the roof and there you will see us…"My younger brother Pepe came up with me and shouted.

"A UFO! A UFO! That light is moving!" And, indeed, a concentrated or solid point of red light appeared that was shaped like a boomerang. For some instants it remained above us. Then, it returned traveling east towards the Andes mountains. Upon listening to my brother's screams, my parents and sister Mariella, also came up to observe it slowly leave in a silent manner. In that moment I "heard" the voice telling me something like: "We come with good intentions. Just as we have proceeded today with you, we have done so with others and we'll continue doing so in the future so that you can (collectively) gradually become aware of our presence. You will not only be in contact with us. You will also be in contact with other beings that are waiting for you." I wondered what they were trying to tell me with this. Then, there was silence and the UFO was gone. This was the beginning of the contact and as the years went by I was able to understand. Everything would be different after this unique experience. To be continued. Translated by Giorgio Piacenza

Washington - Fishing Vessels Observe Disc

NEAH BAY -- Four fishing vessels 50 to 60 miles off the west coast of Neah Bay watched a disc for half an hour. What appeared to be a discus-shaped large object with very bright lights was seen at 6:23 PM on March 16, 2004. The object had mostly white lights, but there were also red and green lights that seemed to be mimicking the vessels run-

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ning lights for navigational purposes. The object would move at extreme rates of speed back and forth in a horizontal direction. Then, occasionally at a high rate of speed it flew straight up into the sky. The object seemed to hover above one of the vessels in particular and then flew straight up into the sky and was gone. I was told this by several of the eye witnesses.

***

Another 'flying cigar'? (see photo above)

SEATTLE -- The observer was driving south on I-5 and noticed a jet flying east across the sky when another jet appeared without wings at 1 PM on March 8, 2004. He photographed it. "As I watched it more, there was no jet, and the trail wasn't getting any longer. It was completely horizontal and fairly high in the sky, and as I looked at it more over a period of about a minute, I swear it looked like a perfect row of small windows going down the length of it. It also seemed to have a perfect, long, cylindrical shape, with the windows going down the middle. I could tell it was cylindrical because the top and bottom kind of faded as if there was some roundness to the object. I couldn't tell how high it was in the sky, but the object looked enormous. After about two minutes of watching, the object performed a four second fade out from being completely visible to disappearing completely. I've never witnessed the trail of a jet disappear that quick after being visible for that long."

Ohio - Silver Metallic Cigar

LYNDHURST -- In bright sunlight, driving north on Brainard road, just before Mayfield on February 11, 2004, at 8:22 AM., I noticed a long, silver object to left center, about 50 degrees above horizon. I stopped at the traffic light and saw the object had no wings or tail assembly. It was 1/2 inch in length at arm's length. It had high reflectivity with one dark spot midway on the body. The object kept a constant side on view, rapidly receded away to the north in less than 5 seconds and disappeared. It did not bank and turn, there was no vapor trail, and I heard no sound.

The following reports are courtesy of the 'UFO Roundup' service

UFO BUZZES MOTORISTS NEAR GAWLER (South Australia)

On Saturday, March 27, 2004, at 8:15 p.m., eyewitness T.B.W. reported, "I was driving north in my car and was probably around half a kilometrw (0.3 miles) from the intersection with Main North Road in Templers, a small town near Gawler, South Australia. The object flashed across the intersection at the top of a small rise from east to west. It lit up the top of the trees, but the glow from it did not reach the road.

"The object appeared to be 20 meters (66 feet) off the ground, judging by the height of the trees. The road is straight. A truck was travelling ahead of me, and the object caused him to brake suddenly, although he drove off quickly and didn't stop. I pulled over and got out. Other people who were in their garden came out and stood with me in the road, while it flew off to the west over farmland, keeping level with the ground as far as I can tell.

"There was no sound from the object. It seemed to be round like a ball, glowing white like phosphorescence. There was a crescent moon in the sky, and the object seemed to be about the size of a newly-risen full moon."

Gawler, S.A. is about 70 kilometers (42 miles) north of Adelaide, the state capital.

Turkey – Governor Deputy Videos UFO

Adana -- Milliyet Newspaper reports that Caner Yildiz, the Governor Deputy of Adana, had seen a luminous object in the sky on April 1, 2004, at 9:04 PM. He states, "First I thought it was a bright star that I had never seen before, so I started to record it on my camera for about 20 minutes. It was moving very fast, sometimes zigzagging; becoming bigger and smaller," he said. "The bottom part was dark,

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and the upper part was white with sharp projecting points which resembled honeycombs. It would disappear when observed with the naked eye then would appear again.

"On the camera, it would look as small as a pin top then in 2-3 seconds it would grow as big as an orange. It looked like a flying saucer. Chairman Haktan Akdogan and the Sirius UFO Space Sciences Research Center has concluded this was a UFO".

The footage will be studied at Cukurova University. Thanks to Esen Sekerkarar MUFON Representative for Turkey for this report.

were much larger than a plane that's far away, and in the width especially. I would venture a guess that they were maybe around an altitude of 40,000 feet (12,000 meters). They darted up and down and horizontally in front of us for less than a minute and then darted towards the baseball park, where they didn't go directly over but more to the north side. Almost as if they hovered and then sharply flew north for a moment and then took a serious turn and headed south very quickly."

Jill described the saucers as "greyish, illuminated from inside, with no lights or trails, just surrounded by a brownish haze of sorts."

TWO NIGHT SAUCERS SEEN IN BRADENTON, FLORIDA

On Friday, March 26, 2004, eyewitness Jill E. reported, "At approximately 7:50 p.m., while trying the five-planet alignment over the moon, my 13-year-old son and I noticed two saucer-like shapes heading towards us. They were appearing to be racing one another but side by side, sometimes crossing each other's path," Jill reported. "They were quite large, no blinking lights, no sound at all, greyish in color.

"When they were positioned just under the moon, they turned sharply and headed south. It looked like they briefly slowed down over the baseball park (the park lights were on--J.E.) and then rapidly headed southbound, remaining next to one another but occasionally crossing paths.

"While they were side by side, they were in identical formation and going at the same speeds. One or twice, when they crossed, it seemed that they got out of sync but quickly went side by side again. We watched them head south until we could see them no longer from our balcony. The sky was quite clear, some small, light clouds, the temperature approximately 73 degrees (Fahrenheit), a light breeze coming off the bay. The shape of the crafts was almost almond, with some type of haze surrounding them, moving very, very rapidly. There were some distant planes in the sky, but none were moving at any rate close to the speed these two craft were going.

"I had a small map of the planet alignment that I was holding up and trying to relate Jupiter and Saturn to the left of the moon. My son first saw the objects and yelled at me to put the paper down. They approached from the west directly towards us but underneath the moon and definitely closer to us than the planets and the stars. I would say that they

Independent review of the first FSR Archive on CD

This review was published at www.ufology.org.uk in March 2004.

Title: Flying Saucer Review archive 1955 - 1957 inclusive. Volumes 1-3

Supplier: Flying Saucer Review (www.fsr.org.uk)
Reviewer: Joe McGonagle
Review date: 19th March 2004

Background:

Flying Saucer Review (FSR) was launched in the Spring of 1955, with Derek Dempster as its first editor. At the time, there were a variety of UFO journals, including "Flying Saucer News" published by the "British Flying Saucer Bureau and Flying Saucer Club" which was on issue number 8 at the time of the first issue of FSR. Most contemporary UFO publications were, however, produced in the USA.

FSR quickly built a reputation for including articles from non-English speaking countries, particularly Western Europe and South America. Many UFO reports from these countries were heretofore neglected by the popular journals, due to the language barriers and a natural inclination to focus on local events.

An interesting article on p.14 v.3 No.5 (July - August 1957) complains about a "new" US publication "Flying Saucers from other Worlds" using articles from FSR without credit or permission - clearly, little has changed in nearly 50 years!

Over the years, subscriptions to FSR like any other journal have fluctuated, but FSR has rode out the periods of low demand and still produces regular

issues today. Many of the other publications which flourished in 1955 have long since folded.

The CD:

The CD arrived in a padded envelope, ten days or so after I had ordered and paid for it. It comes with a standard plastic CD case, and an insert with a classic front-cover design similar to the fromt cover on the early issues. On the reverse of the insert is a short introduction and very brief instructions as to how to use the browsing utility, "IrfanView", which is included on the CD. The disc itself has a similar attractive classical decoration to the cover, making it easy to spot amongst a pile of other CDs.

IrfanView:

The supplied browser is ideally suited for viewing the pages on the CD. The simplest way to use it is to open up a windows explorer window, select the CD-ROM, and double-click on a file called "I_VIEW32". This launches the browser programme, from where you can select the folder you want to view and start browsing.

A problem that I encountered was that the default page-size was too big for my dinky screen, so each time I changed pages, I had to reset the display setting in the browser. To overcome this, I installed the browser on my PC hard-drive by running the set-up programme that is in the "IMAGE SOFTWARE" directory on the CD. The installation filename is "iview385.exe".

Having installed the browser on your hard drive, you can then set the option "fit images to window" in the "view/display options" menu.

The content:

There is no way that I can review 17 entire issues of FSR in a single article, so I will have to provide an overview of the contents instead.

All of the pages are easily readable using the browser. The cover of each issue is also included (in colour), as are the advertisements, and I also found occasional "extras" - newsclippings, or typed pages which had been inserted between the pages of the magazine by someone and either deliberately or accidentally included with the scanned pages. These made a welcome bonus.

I also noticed some hand-written notes on many of the pages, which added to, rather than detracted from, the authentic look-and-feel of the pages. Unfortunately, I didn't come across any clues as to who had made the notes, and most of them were trimmed or otherwise illegible.

There are a number of classical authors and UFO commentators represented in the articles, including Derek Dempster, Leonard Cramp, Brinsley le Poer Trench, Prof. Hermann Oberth, Dr. Carl Jung, Waveney Girvan, Arthur Constance, Wilfred Daniels, M.K. Jessup, and Desmond Leslie, to name a few of those which I recognise, plus many others whose names I didn't recognise.

Topics covered include Astronomy, sighting reports (from all over the world), space exploration, technology, reviews of publications and events, as well as more esoteric topics like "Psychokinesis" and alien contact.

Notable articles include one on "Strange Lunar lights" by W.K.Oliver from V2 No.4 (July-August 1956), "Flying Saucers and the Psychic" by Wilfrid Daniels, Vol.1 No.3 (July - August, 1955), "Mexican taxi driver meets saucer crew?" by Desmond Leslie, Vol.2 No.2 (March - April 1956), "Build your own UFOscope for saucer detection" by Ernesto Thayat, V2 No.4 (July-August 1956), "Flying saucers versus the supernatural" by George Adamski, Vol.3 No.5 (September - October 1957), "The physical proof you have been waiting for!", by Brinsley le Poer Trench, Vol.3 No.5 (September - October 1957). I could go on, but the list would be very long!

Many of the articles include photographs and/or drawings which are clearly reproduced. I was impressed with many of the technical drawings of UFOs, astronomical maps, etc the artists were working without the benefit of computers, remember.

On the topic of space exploration, these magazines cover a critical period, the run-up to the launching of the first Earth satellite, Sputnik I, on 4th October, 1957. It is interesting to read the views in the magazines, both accurate and wildly wrong, that were prevalent at the time we took our first footsteps towards space.

Verdict:

I have absolutely no hesitation in saying "Go out and buy this - NOW!", it will prove interesting to UFO enthusiasts and researchers, social and space historians, and the curious. At the price, it represents the best collection of historical material which I have had the pleasure to come across.

Product details:

Format: CDROM, pages stored as .jpg images

Available from: Online at www.fsr.org.uk

NOTE by FSR: See page 26 for full purchase details. More volumes are now available on CD.

UCU

Obituary:

FSR 49-1, SPRING 2004

Roy F Craig of The Colorado Project and the controversial Condon Committee.

From The Beacon Journal, Ohio, USA. March 2004

GNACIO, COLO.: Roy F. Craig, who worked on the nation's largest, most systematic investigation of flying saucers, has died of cancer. He was 79.
Craig died Thursday, Hood Mortuary in Durango, Colo., said. He died at his La Boca Ranch, a 186-acre former Indian trading post, according to The Durango Herald.

Craig was chief field investigator for The Colorado Project, the official government search for scientifically verifiable evidence of the existence of unidentified flying objects.

The three-volume Condon report that Craig co-authored debunked mysteries about outer space, yet Craig said UFOs did get people to think about the possibility of extraterrestrial life. End of obituary.

About the Colorado Project: From: http://www.project1947.com/shg/articles/swordscc.html

ABSTRACTS FROM THIS PROJECT

One of the most significant elements in the history of UFOlogy was the so-called Condon Project, centered at the University of Colorado in 1967-1968. This paper discusses the origin, methodological philosophy and overview of the research problem, the activities, results, and external impacts of this work. The paper finds a complex mix of personalities, attitudes, and theories enmeshed in political and social forces, which predestined the project's conclusions and crippled its ability to make any scientific contribution toward the solution of the UFO mystery. Its resultant impacts were nevertheless formidable, both negatively and positively.

THE ORIGINS OF THE COLORADO PROJECT

When telling a story one is told to begin at the beginning, but, time and life being continuous rivers stretching back into the past, where does one really begin?
Although starting with the Big Bang and working forward to 1966 might be scientifically most defensible, perhaps beginning with one of my favorite people, J. Allen Hynek, would be preferable. Dr. Hynek, in his famous role as Project Bluebook scientific advisor, had been around the idea of transferring responsibility for UFO research to academia (or some more dedicated non-military research institutions) for over a decade. General Thomas D. White, USAF chief of staff, had suggested as early as 1955 that Air Force Intelligence turn over the UFO problem to an outside contractor, such as Battelle or Rand (Watson, 1955).

Hynek, and the military personnel at Bluebook, had in the interim toyed with the idea of enlisting NASA, the National Science Foundation, and the Brookings Institution for aid. In the summer of 1965, the Pentagon asked Hynek for his views on involving the National Academy of Sciences. Hynek replied in August of 1965 (Hynek, 1965). Hynek's letter to Colonel John Spaulding agreed that NASA involvement would strengthen the potential for solving both the scientific and the sociological problems, which the Air Force currently faced.

And, the structure, a working panel of committed experts, should include both physical and social scientists, and involve itself over a several month period.

Hynek's views, of course, were not acted upon with any immediacy, but they added to the Pentagon's rolling pot of opinions about how to get rid of the UFO problem. The next major step toward the Colorado Project grew out of this stew when a select committee of the Air Force's Scientific Advisory Board met to consider the issue in February of 1966. This was the "O'Brien Committee". The group met for one day, "considered" the information (if such a characterization can be allowed for such a brief affair), and recommended a strengthening of the UFO investigative program.

The major strengthening was to be accomplished by contracting a central university (with several allied universities to supply investigative teams) to coordinate in-depth research on about one hundred sightings per year and to be in immediate touch and cooperation with Project Bluebook. The project should be as public in its research as possible, and present its results regularly to interested congressmen (Steiner, 1966). This committee report was released in February of 1966.
Coincident with the release there arrived (mainly

in Michigan) one of the biggest UFO flaps in history. The flap energized the UFO community (especially NICAP and James McDonald), but more importantly for our story, it pushed the decision on a university study over the threshold. And Allen Hynek played a primary, and unwanted, role. Hynek's characterization of the Dexter-Hillsdale sightings as "swamp gas" unleashed a howl of anger, protest, ridicule, and raw publicity across the whole globe.

Congressmen became so put-off by the apparent USAF irresponsibility that they put heat on the Pentagon to explain how this could be going on. Gerald Ford essentially demanded an apology to his constituents. The level of grief doled out to Allen Hynek finally and inexorably pushed him over his threshold of loyal hyperconservatism as well.

Hynek, in a different style, initiated his own "coming out party" at the same time as the more aggressive, flamboyant McDonald. Within the House Armed Services Committee, he, Air Force Secretary Harold Brown, and Bluebook chief Hector Quintanilla were called to testify within a week of the swamp gas furor. Hynek strongly supported the O'Brien Committee recommendations for a university study, and the committee report was attached to the congressional hearings.

In May, the Air Force announced that it would begin looking for the recommended universities. Jim McDonald began lobbying for his own participation, and, in his usual over-enthusiasm, succeeded instead in convincing persons like Brian O'Brien not to consider him (or his university presumably). Allen Hynek wrote to Secretary Brown supporting his decision to place this in the hands of civilian scientists and out of the military. Little progress was made in getting a topflight scientist to take on the task, however.

Through the month of June the Air Force had no expressions of interest. In July the Air Force changed "salesmen" and tried again. At the very end of the month, Colonel Thomas Ratchford of the Office of Scientific Research appealed to Dr. Edward Condon, and a quality that he had displayed continually throughout his distinguished career, patriotic loyalty, and gained his agreement, if the university administration, faculty, and allied institutions would give their support.

FSR comment: the rest is history. The Condon Report left unanswered cases that were truly baffling and defied standard description. Hynek dropped his overt scepticism and joined other scientists in believing that an alien intelligence was interacting with humans in some way. Was the Condon Report a whitewash? Many, including sympathetic sceptics, think so. Read on...

'Scientific Methodology of the Colorado Project under attack'

From http://www.ufoskeptic.org/sturrock/17.html

The title of the Condon Report is "Scientific Study of Unidentified Flying Objects." The great weight attached to this report by scientists, by the public, and perhaps by officers of the Federal Government, is based on the presumption that the study was, in fact, scientific. This has been disputed by a number of individuals, notably McDonald (1969) and Hynek (1972), who make specific criticisms of the methodology of the project. ■

'Astronaut Mitchell Speaks Plainly about Aliens'

Source: 'alt.alien.visitors' - May 3rd 2004

(Quote): Former astronaut Edgar Mitchell, who has spoken frankly with colleagues about UFOs and aliens, but avoided mentioning them in public, recently spoke out on the subject at a recent talk in Florida. He said:

'A few insiders know the truth...and are studying the bodies that have been discovered.'

Waveney Ann Moore writes in the St. Petersburg Times that Mitchell claims that a 'cabal' of insiders stopped briefing presidents about extraterrestrials after President Kennedy. Mitchell has lived with the edge—he was healed of prostate cancer during a healing ceremony. He has founded the Institute of Noetic Sciences (IONS), which investigates 'phenomena that do not necessarily fit conventional scientific models, while maintaining a commitment to scientific rigor.'

IONS member Lisa Raphael says, 'Personally, what was most delightful to me was that he was more open than he has ever been, very direct about knowing that there are other forms of intelligent life in the universe and most probably that they have been here.' (Unquote) ■

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